FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

830 – 840 S Fairfax Avenue
DOT Case No. CEN 19-48898

Date: February 25, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 830 – 840 SOUTH FAIRFAX AVENUE (PAR-2019-6307-TOC)**

The Department of Transportation (DOT) has reviewed the transportation analyses prepared by Overland Traffic Consultants, Inc. for the proposed mixed-use project located at 830 – 840 South Fairfax Avenue. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes the development of 181 residential units, 28 affordable housing units, 1,600 square feet of high-turnover sit-down restaurant, and 750 square feet of fast-food restaurant. The project site currently contains two apartment buildings which consists of 21 units and 19 units respectively, and an existing 3,829 square foot restaurant/lounge. The project frontage is along South Fairfax Avenue and West 8th Street. The project can be accessed via one driveway along West 8th Street and one driveway along South Fairfax Avenue as illustrated in **Attachment A**.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does**

exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-2.2 Substantially inducing additional automobile travel
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use

A Project's impacts per Thresholds T-2.1 and 2.2 are determined by using the VMT calculator and are discussed above. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the VMT projections for the proposed project are 6.0 and N/A for the Household and Work VMT's respectively. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section

16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

1. Construction Impacts
   DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

2. Highway Dedication and Street Widening Requirements
   Per the new Mobility Element of the General Plan, **Fairfax Avenue** has been designated as an Avenue II which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way and **8th Street** has been designated as a Collector which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Parking Requirements
   The traffic study indicated that the project would provide 239 automotive parking spaces in three levels of parking in which 38 parking spaces would be assigned to the commercial portion of the project and 201 parking spaces would be assigned to the residential units. The 38 parking spaces assigned to the commercial portion would replace the existing 23 parking spaces for Tom Bergin's. Approximately 146 bike spaces (130 long term and 16 short term spaces) are also planned. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

4. Driveway Access and Circulation
   The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with

DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

5. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

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c: Meg Greenfield, Council District 4
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants, Inc.

ATTACHMENT A
CEN19-48898
830-840 S Fairfax Ave

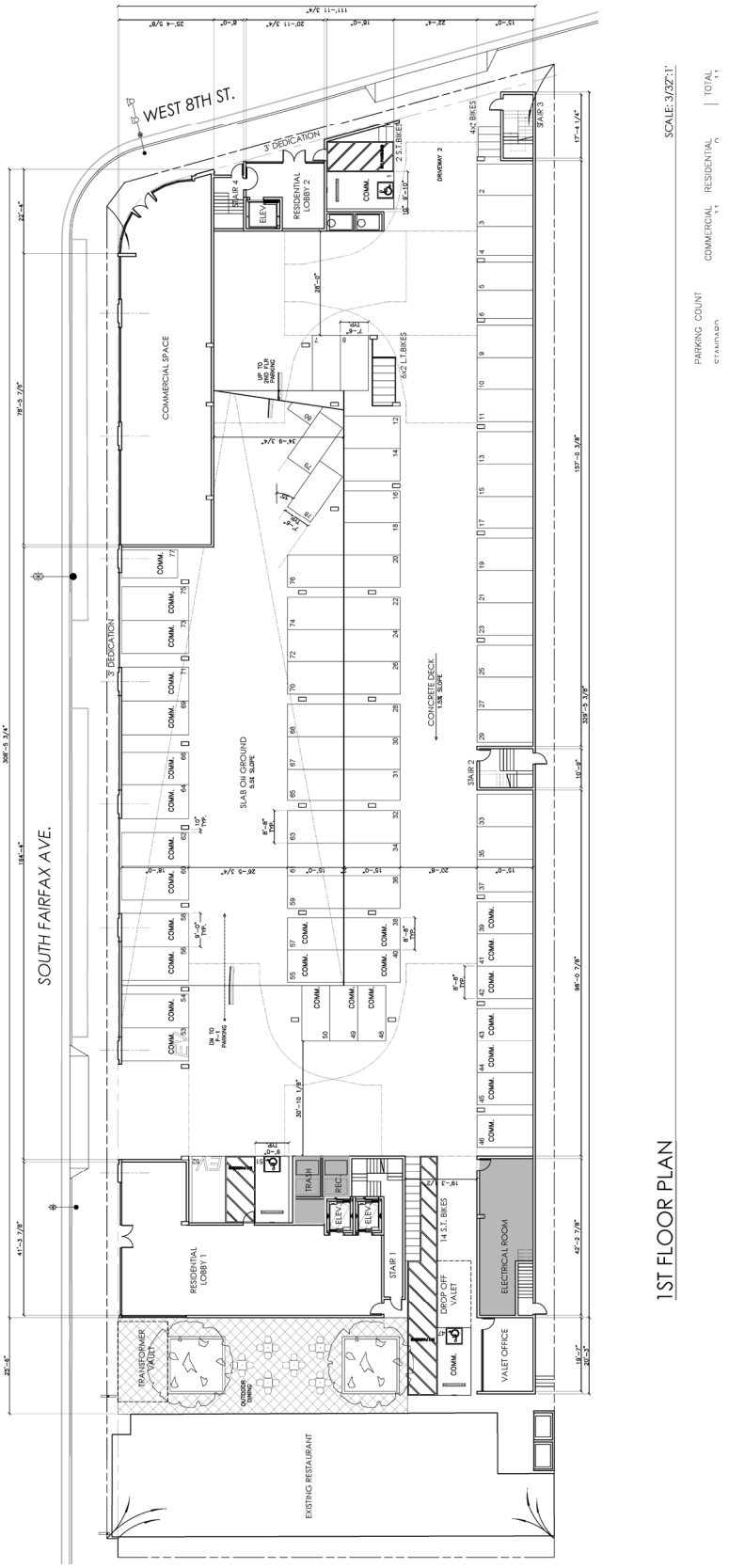


FIGURE 2a

11/2019

SITE PLAN
GROUND LEVEL

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

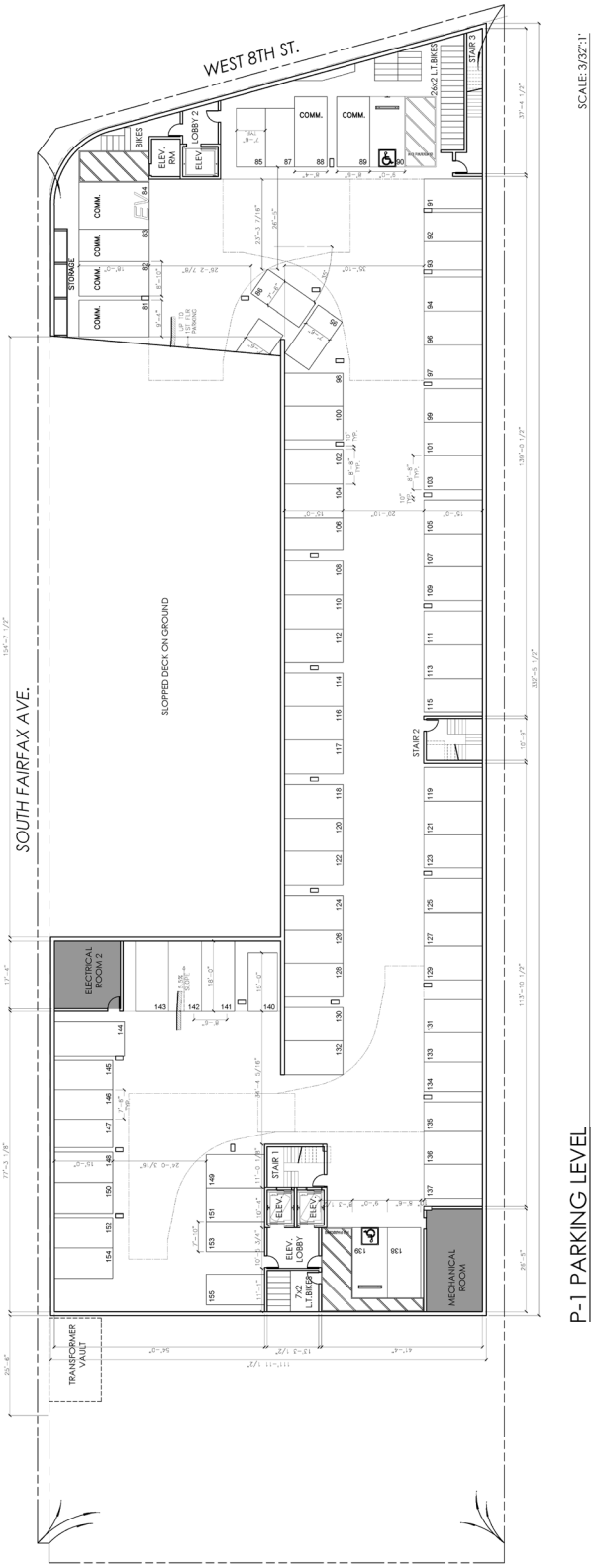


FIGURE 2b

11/2019

SITE PLAN
PARKING LEVEL P-1

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

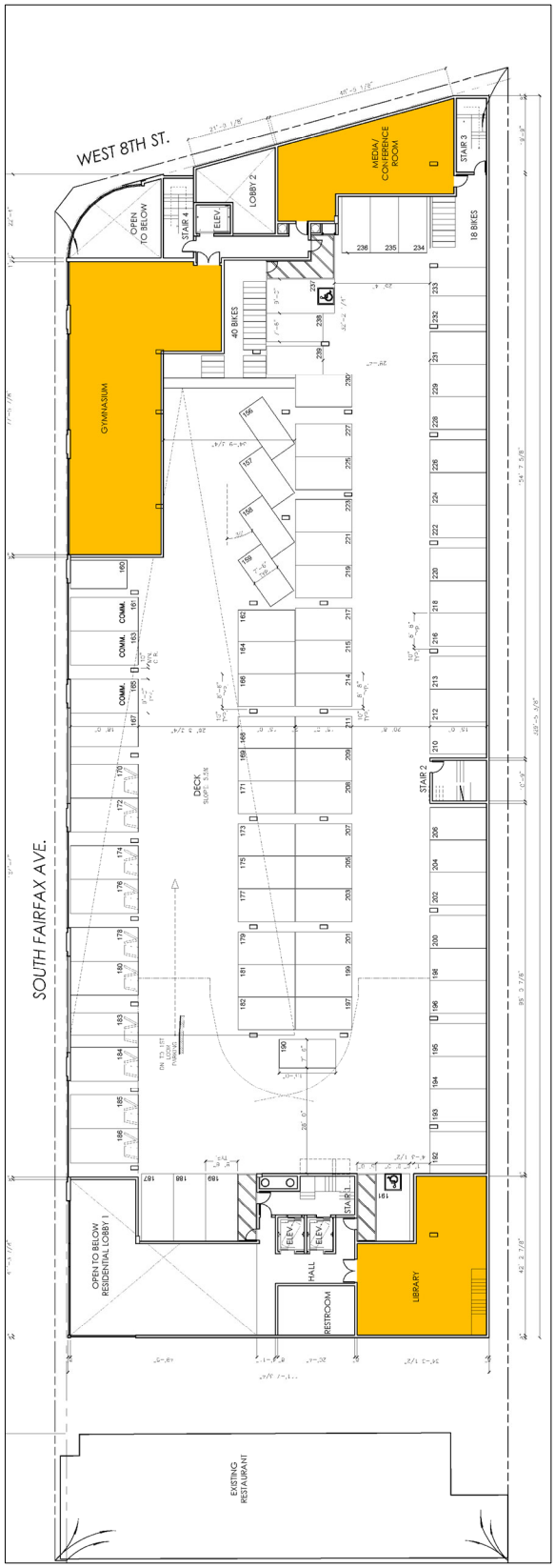


FIGURE 2c

11/2019

SITE PLAN
LEVEL 2

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

ATTACHMENT B
CEN19-48898
830-840 S Fairfax Ave

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

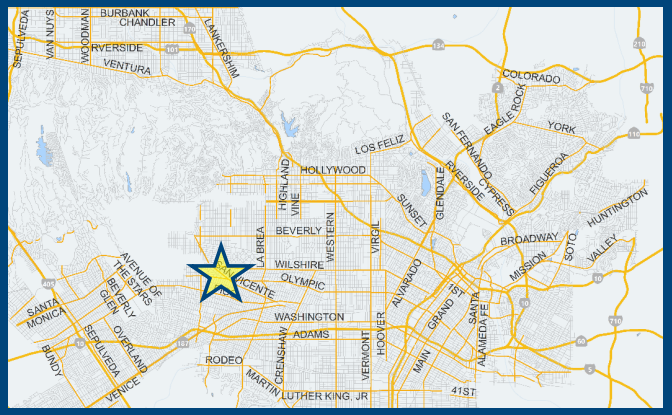
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 800 S Fairfax Avenue

Scenario:

Address: 800 S FAIRFAX AVE, 90036



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	40	DU
Housing | Multi-Family	40	DU

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Multi-Family	181	DU
Retail | High-Turnover Sit-Down Restaurant	1.6	ksf
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Affordable Housing - Family	28	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
156 Daily Vehicle Trips	931 Daily Vehicle Trips
919 Daily VMT	5,663 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	775 Net Daily Trips
The net increase in daily VMT ≤ 0	4,744 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.350 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/20/2019

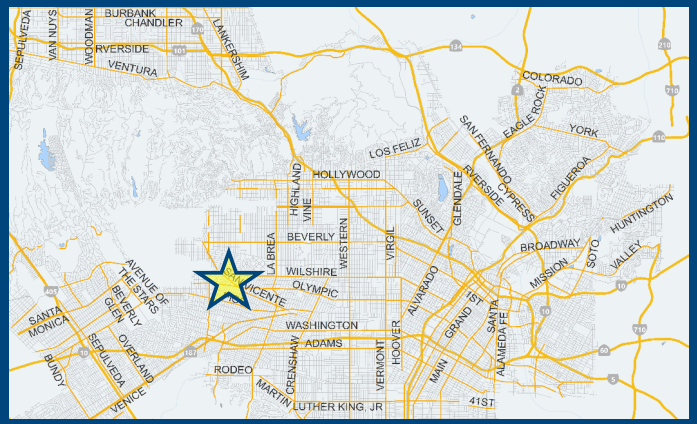
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 800 S Fairfax Avenue

Scenario:

Address: 800 S FAIRFAX AVE, 90036



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	181	DU
Retail | High-Turnover Sit-Down Restaurant	1.6	ksf
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Affordable Housing - Family	28	DU

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
- 293 city code parking provision for the project site
- 239 actual parking provision for the project site

Unbundle Parking
☑ Proposed Prj ☐ Mitigation
- 75 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 25 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
787 Daily Vehicle Trips	**787** Daily Vehicle Trips
4,815 Daily VMT	**4,815** Daily VMT
6.0 Household VMT per Capita	**6.0** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

12/20/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	181	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	28	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	1.600	ksf
	Fast-Food Restaurant	0.750	ksf
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Analysis Results

Total Employees: 11
Total Population: 496

Proposed Project		*With Mitigation*	
787	**Daily Vehicle Trips**	**787**	**Daily Vehicle Trips**
4,815	**Daily VMT**	**4,815**	**Daily VMT**
6	**Household VMT per Capita**	**6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	293	293
		Actual parking provision (spaces)	239	239
	Unbundle parking	Monthly cost for parking ($)	$75	$75
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute Program	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	9%	9%	0%	0%	9%	9%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*18%*	*18%*	*10%*	*10%*	*18%*	*18%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*
MAX. TDM EFFECT	*18%*	*18%*	*10%*	*10%*	*18%*	*18%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	281	-27.8%	203	6.5	1,827	1,320
Home Based Other Production	752	-40.8%	445	5.2	3,910	2,314
Non-Home Based Other Production	43	-14.0%	37	7.3	314	270
Home-Based Work Attraction	17	-64.7%	6	8.0	136	48
Home-Based Other Attraction	234	-41.9%	136	7.0	1,638	952
Non-Home Based Other Attraction	118	-11.9%	104	7.3	861	759

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-17.9%	167	1,084	-17.9%	167	1,084
Home Based Other Production	-17.9%	365	1,900	-17.9%	365	1,900
Non-Home Based Other Production	-9.8%	33	244	-9.8%	33	244
Home-Based Work Attraction	-9.8%	5	43	-9.8%	5	43
Home-Based Other Attraction	-9.8%	123	859	-9.8%	123	859
Non-Home Based Other Attraction	-9.8%	94	685	-9.8%	94	685

MXD VMT Methodology Per Capita & Per Employee

Total Population: 496
Total Employees: 11
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,984**	**2,984**
Total Home Based Work Attraction VMT	**43**	**43**
Total Home Based VMT Per Capita	**6.0**	**6.0**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Overland Traffic Consultants, Inc.

Table 6
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2023) Without Project Delay	Future (2023) Without Project LOS	Future (2023) With Project Delay	Future (2023) With Project LOS
1	Fairfax Avenue &	AM	99.6	F	100.2	F
	Wilshire Boulevard	PM	86.7	F	87.5	F
2	Fairfax Avenue &	AM	9.6	A	9.8	A
	8th Street / Del Valle Dr	PM	19.4	B	23.6	C
3	Fairfax Avenue &	AM	21.4	C	21.6	C
	San Vicente Boulevard	PM	24.6	C	24.6	C
4	Fairfax Avenue &	AM	48.4	D	50.1	D
	Olympic Boulevard	PM	23.0	C	23.9	C
5	Olympic Boulevard &	AM	27.7	C	27.8	C
	San Vicente Boulevard	PM	29.7	C	31.2	C